

Ashburton District Council
PO Box 94
Ashburton 7700

Attn: Nicholas Law

26th February 2024

Dear Nicholas,

RE: SUB23/0066 AND LUC23/0121 – RESPONSE TO FURTHER INFORMATION ASHBURTON RIVERSIDE DEVELOPMENTS LTD, MELROSE ROAD, ASHBURTON.

In response to the further information dated 31st January 2024 and the subsequent discussion, the response is below in order of the bullet points.

- *Please provide a draft cross section of the proposed Melrose Road widening.*

The Novo Group report noted that Melrose Road would be upgraded to an Industrial 'Local Road' standard, including widening of the road corridor to 20m.

The intended roading standard is reference to the NZA 4404. In this case, Council's nominated standards, in this case **Figure E17 from Table 3.2 contained within NZS4404:2010**. With the 20m road corridor that is going to be available in Melrose Road, please see below the Industrial 'Local Road' standard that would apply.

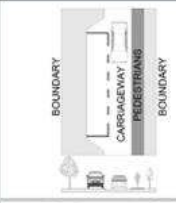
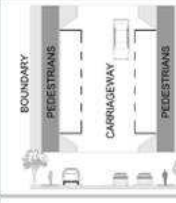
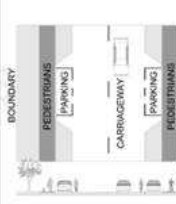
| PLACE CONTEXT | | | DESIGN ENVIRONMENT | | | | LINK CONTEXT | | | | TYPICAL PLAN AND CROSS SECTION | FIGURE NUMBER | |
|---|---|---|---|-------------------------------|---------------------|------------|---|---|--|------------------------------------|-----------------------------------|---|----------------|
| Area | Land use | Local attributes | Locality served | Target operating speed (km/h) | Min. road width (m) | Max. grade | Pedestrians | Passing, parking, loading, and shoulder | Cyclists | Movement lane (excluding shoulder) | | | Classification |
| <p>Notes: See 3.2.4, table 3.1 & 3.1.6 See table 3.1 See table 3.1 See 3.3.5 See 1.2.2, 3.3.3 & 3.4.18 See 3.3.11 See 3.3.6 & 3.3.1.4 See 3.3.1.5, 3.3.7, & 3.3.11.2 See 1.2.2, 3.3.1.1, 3.3.1.2, 3.3.1.3, 3.3.1.10, 3.3.11.3 See 3.2.4.2 & 3.3.16 (Typical max. volumes) SEE APPENDIX E FOR LARGER VERSION OF FIGURES</p> | | | | | | | | | | | | | |
| Suburban | Make and move | Side or rear freight access | Industrial area | 10 | 11 | 10% | Separate footpath one side | Loading bays shall be separate and recessed. See 3.3.6 | Shared (in movement lane) | 3.5 | Lane (~ 200 vpd) |  | E16 |
| | Make and move | Primary freight access | Industrial area | 40 | 18 | 10% | 1.5 m each side | Parking and loading bays both sides may be in the movement lane or recessed. See 3.3.6 | Shared (in movement lane) | 2 x 4.2 | Local road (~2,000 vpd) |  | E17 |
| | Shop and trade, work and learn, make and move | All, roads serving multi-purpose areas involving most or all of the indicated land uses, not specified elsewhere in this table. | All, or combinations of these land uses | 50 | 23 | 10% | 2.5 m each side, 3.5 m each side for shop and trade, work and learn | Parking separate and recessed. See 3.3.6. Public transport is likely (see 3.3.1.4, 3.3.1.5) | Separate provision where local authority defined cycle route | 2 x 4.2 | Connector/collector (~ 8,000 vpd) |  | E18 |

Table 3.2 (continued)

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NZS 4404:2010

A quick cross-section showing the above, if necessary, could be drafted, however, to do it properly, the surveyors and engineers would normally complete a site survey of the existing road corridor, consult with Council’s roading manager, and then agree on the preliminary design/cross-section. I do not think we need to go to that extent at this point as that is something that would be dealt with normally as part of consent conditions.

- Please provide evidence from NZTA on agreement with/effects of the proposed intersection design.

Please see attached the email with attachment labelled *FW: Update - 2022-0836 - SH77/Melrose Road Intersection CRM:0303000176*.

This was a discussion that Nick Fuller, traffic engineer with Novo Group Ltd, had with Shana Dooley at NZTA. Tacit approval to the intersection layout has been given for this proposal.

At this time, where things are at is NZTA have all the application information and will prepare a response which is in the form of affected party approval.

- Please provide detail on the proposed structures and setback distances from the stopbank and provide an effects assessment for this non-compliance. A plan of build platform locations may be appropriate.

This aspect of the proposal will be dealt with as part of the substantive subdivision for the Business D zone. What will be shown as part of that subdivision is building platforms in line with an assessment of



those potential effects. This is likely to require a land use consent in conjunction with the subdivision consent application. This aspect of the proposal was included as part of LUC 23/0121 which is fine as acknowledgement of what is required in terms of the setbacks from the stopbank however it best to defer consideration on this until this initial boundary adjustment subdivision and roading linkage matter is considered. One possible way of dealing with this is a condition on the land use consent to the effect that Environment Canterbury consultation regarding the setback and any FFL considerations be provided .

- *Please provide evidence from the Canterbury Regional Council on agreement with/effects of the proposed structures within 100m of the stopbank.*

Consultation with Ecan was undertaken with regards to potential flood risk which covers all the land area the subject of both the boundary adjustment and future substantial subdivision. The response back from the Ecan flood hazard officers was the risk of flooding was low based on the stopbank protection in place. I would suggest that future building development within 100m of the stopbank is unlikely to have any effect of the integrity of the stopbank not ability to access the stopbank and/or make improvements to the same. This is the first key step, identifying what the risk might be over this land.

However, in line with the previous bullet point, detail regarding future build platforms on sites within 100m of the stopbank can be sought at time of the substantive subdivision for the Business D zone.

- *Please provide further detail and assessment on the land use non-compliances within the ODP and wider development area. This includes, but not limited to, earthworks, ODP noncompliance, and setback from stopbank. See above and below for further details on information missing.*

This requirement has been covered in the previous two bullet points. What is best in this situation is additional information provided alongside the subdivision for the Business D zone in the form of a land use consent application for these matters. There is enough information provided in the current applications with regards to the roading connection into the Business D zone from Melrose Road now. Specific infrastructure assessments and servicing detail. Stormwater management will be better dealt with as part of the substantial subdivision to follow approval of current subdivision and land use application with Council.

The current land use application LUC 23/0121 details effects of earthworks as far as the road widening aspect is concerned amongst other matters discussed. On this note we think it is important that some discussion and consideration of agreements upon potential cost sharing between applicant (consent holder) and Council on the Melrose Road upgrade.

The proposal in this instance utilises an existing public road (not adequately formed), and provides wider public benefits, some aspects that can be considered here are:

- the purchase of the extra 10m of land for roading purposes (that will be vested to Council),
- physical road widening (providing access to the river and land not owned by the Consent holder)
- and other upgrades like footpaths and parking etc.

This discussion matter will be to understand what a consent condition might look like including any cost share agreements.

- *Note that a land use consent will likely be required at the time of subdivision of the ODP*



area in any case (e.g. inconsistency with ODP, business activities in the Rural A Zone, any non-compliances with the 20m setback & landscaping requirements) and it may be more appropriate to cover off all non-compliances relating to that development at the same time (e.g. include inconsistency with ODP, setback from stopbanks, and earthworks in the future land use consent instead of this consent). The final subdivision layout, access arrangements, likely building locations, types of activities & potential reverse sensitivity effects, and timing & extent of earthworks will likely be known with more clarity at that stage, along with servicing considerations (e.g. stormwater extents and locations).

This paragraph outlines what I have previously raised in this letter and yes, its agreed that most of this detail is better dealt with as part of the subdivision of the ODP area. It is a case of until we have approval for the boundary adjustment application under SUB23/0066 and relevant land use requirement under LUC230101, then the other specific details and assessment can wait until the substantive subdivision is prepared and lodged with the Council.

- *Note for info purposes that the applicant for PC0001/23 at 259 Alford Forest Road may be interested in the proposed upgrade of Melrose Road if they are not already aware.*

They are aware of this. I am the planner who prepared and lodged the Plan Change application for this land and this Melrose Road proposal will not pose any effect of the Plan Change proposal that concerns the applicant.

If you require any further information, please do not hesitate to contact me on the details below.

Yours faithfully,



David Harford

